BY ORDER OF THE COMMANDER
354TH FIGHTER WING (PACAF)

354 FIGHTER WING OPERATING INSTRUCTION 21-135

24 MAY 2016

Maintenance

PREVENTING FOREIGN OBJECT DAMAGE (FOD)

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*, and establishes wing FOD prevention committee participants. It identifies responsibilities not already identified in CAF 21-101, *Aircraft Maintenance Organization and Procedures,* specific to the effectiveness of the 354 *FW FOD prevention program*. It is used in conjunction with AFI 21-101, *Maintenance Management of Aircraft*, and CAF 21-101, AFI 21-101 354FW_SUP, *Aerospace Equipment Maintenance Management*. It is applicable to all 354th Fighter Wing assigned and tenant units to the extent of their responsibilities as addressed. This publication does apply to the Air National Guard or US Air Force Reserve. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. Contact supporting records managers as required. Refer recommended changes and questions regarding this publication to the office of primary responsibility (OPR) using AF Form 847, Recommendation for Change of Publication route AF Forms 847 through the base publications and forms manager.

SUMMARY OF CHANGES

This revision reflects administrative changes, clarifies guidance and procedures dealing with FOD prevention and FOD committee members. Chapter 4 was edited to reflect new guidance for all personnel operating on the flightline. Additional guidance was added for responsibilities pertaining to FOD Boss usage on the airfield.

1. General. The high cost of damage to equipment and injury to USAF personnel dictates that all commanders and supervisors strictly comply with FOD prevention directives. Foreign Object (FO) removal is the first step in FOD prevention. Annual briefings will be documented by the responsible organization.

2. Responsibilities. Table 1 lists those individuals appointed as members of the wing FOD prevention committee. Personnel occupying these positions or their alternates will attend all meetings.

Table 1. FOD Prevention Committee Members.

354th Operations Group Commander	354th Fighter Wing Safety Office, Flight Safety Officer
18th Aggressor Squadron Commander	354th Maintenance Group Commander
353rd Combat Training Squadron Commander	354th Aircraft Maintenance Squadron Commander
354th Operations Support Squadron Commander	354th Maintenance Squadron Commander
354th Operations Support Squadron Airfield Manager	354th Maintenance Group Quality Assurance Chief
354th Mission Support Group Commander	354th Operations Group Stan/Eval Chief
354th Logistics Readiness Squadron Commander	354th Civil Engineer Squadron Commander
354th Security Forces Squadron Commander	168th Air Refueling Wing Quality Assurance Chief
168th Air Refueling Wing Vice Commander	168th Maintenance Group Commander
168th Air Refueling Wing FOD Monitor	

2.1. A FOD bulletin board is kept at all maintenance locations and all work centers with assigned personnel that access the airfield. One centrally located board may cover all shops located in a single building. Placement is at the discretion of the individual shop, but the location must provide the greatest visual access to personnel. The squadrons are responsible for obtaining and maintaining the bulletin board. The space on the bulletin board may be shared provided the following items are displayed.

2.1.1. Most recent FOD Gram and monthly newsletter published by the 354th Fighter Wing FOD prevention monitor.

2.1.2. FOD prevention point of contact visual aid.

2.1.3. Posters, pictures, and other items pertaining to FOD prevention. To include the most current FOD poster published by the wing FOD prevention monitor.

3. General FOD Prevention Practices:

3.1. Flightline Vehicle FOD Prevention:

3.1.1. Airfield Management will ensure the airfield drivers' training program stresses the importance of FOD prevention and control applicable to vehicle operations on the flightline.

3.1.2. Vehicles will only access the aircraft parking areas, taxiways and runway by entry points approved by Airfield Management. FOD checks will be accomplished on vehicles and towed trailers or equipment at these entry points prior to entering the airfield. If leaving a paved surface becomes necessary, recheck all tires for debris before re-entering. Debris will be deposited in vehicle FOD cans or thrown, clear of the pavement area. Do not leave removed debris on access road. Security Forces and Airfield Management will assist in monitoring for compliance of FOD tire checks. FOD checks will be accomplished by inspecting and removing FOD from all tires, then rolling forward to expose the area of tires that were on the bottom. Then reinspect the tires and remove debris prior to entering the airfield.

3.1.3. Any lost object/tool or suspected lost object/tool on the airfield will be reported to Airfield Management or Maintenance Operations Center (MOC). MOC and Airfield Management will notify the other offices via check list if a lost object/tool is reported. If lost or misplaced, these items will be reported in accordance with AFI 21-101 lost tool/object procedures and annotated on a CAF 145.

3.1.4. Fire department personnel will ensure a FOD check is completed on all vehicles on standby status in the fire station bays. Vehicles returning to the fire station or airfield taxiways from unpaved or broken pavement areas will have a FOD check performed by the vehicle operator.

3.1.5. Except for emergency response vehicles, magnets are required on all pickup, step van and AGE bobtail vehicles used daily on the flightline. Magnets will be used year round and will hang with a 3 to 5-inch clearance from pavement surface. When snow accumulation exceeds clearance, the magnet will be flipped up and stuck to bumper or removed until snow is swept or plowed. Vehicles utilizing magnets will add "remove debris from magnet" to an available "other" block on AF Form 1800/1807, Operator's Inspection Guide and Trouble Report.

3.1.6. FOD picking tools and a serviceable flashlight are mandatory for all vehicles that operate on the flightline. In addition, all FOD picking tools and flashlights will be etched with the vehicle ID number. FOD picking tools and flashlights will be annotated on the vehicle's AF Form 1800/1807. Security Forces vehicles will be exempt from having to maintain a flashlight in their vehicles due to their requirement to have one on their person during daily execution of their duties.

3.1.7. All items permanently assigned to a vehicle (seasonal or not) will be marked with the vehicle ID number and annotated on the vehicle's AF Form 1800/1807 to ensure accountability. Equipment originally provided with a vehicle is exempt from this requirement, except the ignition key or key FOB which will be marked with the vehicle ID or have a streamer attached with the vehicle ID. Vehicle rope chocks are exempt from the marking requirement; however strict control of the rope chocks must be adhered to. When not in use, chocks will be stored inside the vehicle or in the truck bed/tool box. If lost or misplaced, these items will be reported in accordance with lost tool/items procedures and annotated on a CAF 145.

3.1.8. FOD containers must be secured to the vehicle in a manner that would prevent the container from tipping over while the vehicle is in motion. The lid must be secured to prevent the container from inadvertently opening. The FOD container will be listed on the 1800/1807 if not permanently affixed to the vehicle. "Empty FOD container daily" will be added to an available "Other" block on the AF Form 1800/1807.

3.1.9. All pintle hooks will have cotter pin installed whether open or closed, and pin will be secured to vehicle or support equipment by means of chain or wire rope.

3.1.10. Due to composition of Eielson AFB taxiways, studded tires will not be used. Tire chains may only be used on airfield pavements after obtaining, coordinating, and approval from Airfield Manager, Wing Safety, and Civil Engineer. The requesting agency will conduct a risk assessment with the above agencies when evaluating the need for tire chains to minimize pavement damage and FOD.

3.1.11. Metal valve stem caps are not authorized on any flightline vehicle or support equipment. Metal valve caps will be disposed of and replaced with plastic caps.

3.2. **Individual responsibilities:**

3.2.1. All personnel operating on the airfield or in a maintenance facility will clean up their work area prior to leaving the job site for any reason.

3.2.2. Maintenance personnel will perform inspections for FOD prior to closing/installing any panel or completion to any maintenance task.

3.2.3. Maintenance personnel may wear FOD pouches while on the flightline.

3.2.4. Hats will not be worn on the flightline.

3.2.4.1. Cold weather headgear is authorized during winter operations, extreme care will be exercised around operating aircraft engines to prevent ingestion.

3.2.4.2. Security Forces personnel are authorized to wear berets except within 50 feet of operating engines.

4. Composite Tool Kit (CTK) Procedures:

4.1. All personnel operating on the flightline will adhere to the CTK procedures outlined in AFI 21-101, PACAF_Sup1 and 354FW_Sup1

5. Specific FOD Prevention Practices:

5.1. Air Intake Inspection:

5.1.1. All personnel will adhere to the pre run procedures outlined in AFI 21-101, PACAF_Sup1 and 354FW_Sup1 as well as applicable TO's.

5.1.2. Post engine run (ground or flight) inspections will be accomplished as soon as possible, even if the engine is scheduled for removal. Any damage found will be reported to the wing FOD prevention monitor.

5.1.3. Bird strike damage to engines is not considered FOD, but must be investigated and documented to preclude the wing from being charged with a FOD incident.

5.1.4. Any engine damage noted will be reported to the wing FOD prevention monitor or their alternate.

5.1.5. An engine intake FOD inspection will be accomplished before and after all engine motorings as well as those required by current instructions and technical orders. If the aircraft engine(s) is/are being operated by a pilot and the aircraft engine(s) is/are shut down for maintenance, an intake inspection does not need to be accomplished if the pilot remains in the cockpit. If the aircraft was shut down after taxiing, and the pilot leaves the cockpit, an intake inspection must be accomplished prior to subsequent engine start.

5.1.6. Personnel within the danger area of any operating engine will secure all loose items such as badges, gloves, pens, pencils, and earplugs.

5.2. Cockpit maintenance:

5.2.1. All personnel entering the cockpit for maintenance will empty pockets of pens, pencils, keys, etc. and restricted area badges will be removed. Once maintenance is complete personnel will account for all tools and hardware prior to exiting the cockpit.

5.2.2. A cockpit FO inspection will be accomplished during preflight.

5.2.3. In conjunction with the removal of-21 equipment personnel will inspect the cockpit for FO.

5.3. **Safety Pins:**

5.3.1. Aircraft/weapons safety pins will not be left unsecured on aircraft parking ramp/movement areas at any time.

5.3.2. All F-16 aircraft ground safety pins, except SUU/TER pins, will be attached to a streamer by a brazed, welded, or silver soldered retaining ring. (Note: If P/N 19-100C ring is utilized, brazing requirement is optional). Streamers attached to nose landing gear, EPU, and gun pins will be at least 8 but not longer than 12 inches. These pins will not have swedged cables attached. The flying squadrons will be responsible for maintaining pins in proper configuration while installed on aircraft.

5.4. **Protective Covers:**

5.4.1. Covers (engine intake/exhaust, pitot, and ejection seat(s) are to be installed whether aircraft is sheltered or not.

5.5. **Panel Removal:**

5.5.1. Screw bags or foam templates will be on hand prior to removing any screws/fasteners from the aircraft. Screws will be controlled in a screw bag or the foam template as removed, not after each panel removal is complete. Maintenance personnel will account for all hardware removed from aircraft and support equipment on an AFTO form 350, Repairable Item Processing Tag, and the screw bag.

5.5.2. If a panel is tacked on the aircraft, attaching hardware will be put in a screw bag and attached to the outside of the panel. The screw bag must be labeled with the contents and quantity in the bag.

5.6. **FOD Walks:**

5.6.1. AMXS and TDY units will ensure FOD walks are accomplished at the start of each flying day and during the day as needed in their assigned aircraft parking areas,

hangaring spaces, and the taxiways adjacent to them. FOD prevention in areas assigned to the 168th Air Refueling Wing will be performed IAW 168 ARW Instruction 21-101.

5.6.2. End of runway (EOR) crews will conduct a FOD walk of the arm and de-arm areas prior to aircraft taxi.

5.6.3. Maintainers will perform a FOD walk under/around aircraft after they perform maintenance or inspections.

5.6.4. Maintenance squadron will be responsible for FOD walks around their maintenance facilities adjacent to aircraft taxiways. Transient Alert will be responsible for the areas occupied by transient aircraft.

5.6.5. The fire chief will ensure ramp access from fire station to main taxiway is inspected daily and remains FOD free.

5.6.6. All daily FOD walks will be called into the MOC upon completion. The MOC will ensure all daily FOD walks are complied with in a timely manner.

5.6.7. Airfield Management is responsible for daily inspection of airfield pavement surfaces, daily runway monitoring, and taxiway sweeping schedules ensuring special requests for sweeper operations are coordinated during normal duty hours.

5.6.8. In addition to FOD walks, the MXG will use FOD bosses to remove FO from airfield taxiways and aircraft parking spots. (See attachment 2 for schedule and areas of responsibilities).

5.7. **Facilities:**

5.7.1. Units will conduct weekly spot checks of their facilities to identify and coordinate corrective actions for FOD problem areas.

5.7.2. A minimum of one trash can, with a lid, will be available in each maintenance work or aircraft parking bay.

5.8. **FOD Prevention Inspections:**

5.8.1. FOD Prevention inspections will be conducted to ensure conditions are maintained to eliminate foreign object damage to aircraft, aircraft components, support equipment, and ground equipment.

5.8.2. The standard and rating criteria for FOD inspections will be in accordance with the current MXG Maintenance Standardization and Evaluation Program (MSEP).

5.8.3. The wing FOD prevention monitor will perform weekly FOD spot checks of aircraft parking areas, adjacent taxiways, hangar spaces, and arm/de-arm areas; the monitor will also conduct spot checks of maintenance facilities. These spot checks will be documented in the QA data base as a non-rated inspection.

5.9. **FO in Inaccessible Areas:**

5.9.1. If a foreign object falls into an inaccessible area on an aircraft refer to AFI21-101 for instructions.

5.9.2. If a foreign object falls into an inaccessible area on a piece of equipment, not involving aircraft, the maintenance officer, wing FOD prevention monitor, and QA chief

inspector will be consulted. If they agree there is no possibility of the item damaging a system or other equipment by remaining in or falling out of the unit, the object may remain in equipment.

5.10. **Ice FOD Alert Procedures:**

5.10.1. The Weather Flight will notify Command Post (CP) and base agencies of an ice FOD alert by Joint Environment Tool Kit (JET). If maintenance personnel suspect ice FOD conditions, they will inform the production superintendent who will confirm and notify the MOC. Ice FOD alerts will be sent as observed weather advisories and updated as required.

5.10.2. F-16 atmospheric conditions for ice FOD are as follows:

5.10.2.1. Temp <45/7 and standing water/ice/snow mix on ground

5.10.2.2. Temp 20-45/-7to7 and precipitation present

5.10.2.3. Temp 25-45 / -4to7 and temp/dew point spread <9/5

5.10.2.4. Upon notification of an ice FOD alert, only the 354 AMXS Commander, squadron maintenance officer or superintendent, 18 AMU OIC/NCOIC or Production Supervisors will approve maintenance ground runs for F-16 aircraft engines. Engine anti-personnel screens will not be used under ice FOD alert or conditions. Instead, a qualified individual will be safely positioned to observe inlet ice buildup. This individual will be in clear view of the run supervisor at all times in order to signal for immediate shutdown should ice form on the inlet lip.

5.10.3. After an aircraft engine has been shut down for inlet icing, the observer will immediately notify the expediter or production superintendent, who will notify the MOC to announce an ice FOD alert.

5.10.4.1. Wing or Vice Wing Commander

5.10.4.2. Operations Group Commander

5.10.4.3. Supervisor of Flying (SOF)

5.10.4.4. Control tower

5.10.4.5. All flying squadrons

5.10.4.6. MOC

5.10.5. The SOF will coordinate with tower personnel prior to their issuing clearance to taxi during ice FOD alert conditions. Ice FOD alerts will be placed on the Automated Terminal Information System (ATIS) as they occur.

5.10.6. Squadrons will ensure their pilots are aware of an ice FOD alert prior to flight via locally established procedures.

5.10.7. Air traffic control operations will incorporate the ice FOD alert into the ATIS.

5.10.8. Fighter Squadron Commanders will ensure all pilots comply with the engine anti-ice procedures found in the following: 1F-16C-1 (Flight Manual); AFI 11-2F-16 Vol. 3, all applicable sups, and this instruction. If “inlet icing” light illuminates while aircraft is on the ground, a visual inspection must be accomplished prior to taxiing or takeoff. If in-

flight or ground icing is encountered, pilots will make an informational entry in the AFTO Forms 781A. If aircraft icing greater than trace is detected after flight, notify production super of the situation and a determination will be made by supervision to taxi the aircraft to parking or to shut down and tow to parking. Consideration will be given as to the most expeditious manner of engine shut down. Any chunking of ice on the aircraft is cause for immediate shut down. For cross-country flights, the pilot will brief transient maintenance on the possibility of inlet ice formation when the ambient temperature is less than 45° Fahrenheit. If any-time inlet icing has occurred, the aircraft will be shut down and the occurrence will be documented in the aircraft forms.

5.11. **Airfield Sweeping:**

5.11.1. The Civil Engineer Operations Flight is the office of primary responsibility for implementing and following the sweeping plan. Airfield Management is responsible for inspecting and reporting of FOD to the Operations Flight. Airfield Management has the authority to establish flightline sweeping priorities to facilitate aircraft operations or to expedite the cleanup of a serious FOD hazard. The flightline sweepers will follow the general guidelines set in the sweeping plan when priorities are not established by Airfield Management.

5.11.2. Flightline sweepers will operate and respond to Airfield Management sweeping requests 24 hours per day during the summer months. Airfield Management sweeping requests are considered to be a priority. If more than one request is generated, Airfield Management will prioritize the requests. The Operations Flight will notify Airfield Management when flightline sweepers are down for maintenance and when sweeping request can not be met. Sweeper operators should make every effort to coverall surfaces of taxiways and runway, not just yellow taxi lines. The following is EAFB sweeper schedule for non-winter conditions:

5.11.2.1. Every weekday prior to generation of aircraft and after last downs:

5.11.2.1.1. All primary taxiway centerlines double-pass each side of yellow taxi line.

5.11.2.1.2. All operational airfield vehicle access/entry points.

5.11.2.1.3. F-16 aircraft parking area, including A, B, C, D rows, front and back loop parking spots.

5.11.2.1.4. RED FLAG-Alaska aircraft parking area when operational (Papa, Quebec, Romeo, and Sierra).

5.11.2.1.5. Arm/de-arm parking spots dictated by Base Operations.

5.11.2.2. Sunday/Thursday: Gun Butt, Thunder Dome north and south hangar ramps, Nose Dock 1 and 2 aircraft parking ramps, Building 1176 north side and west side.

5.11.2.3. Monday/Friday: Base Operations aircraft parking ramp, Nose Dock 7 aircraft parking ramp, Aircraft parking pads in front of Buildings 1350, 1348, 1346, 1344, and 1340.

5.11.2.4. Tuesday: Lima and Oscar rows, South Ramp

5.11.3. Sweeper drivers may exercise discretion and deviate from this plan if they discover a potential FOD hazard elsewhere on the airfield that requires immediate attention. If the FOD hazard is significant, contact Airfield Management so they can temporarily close that area to taxiing aircraft.

5.11.4. Sweep runway, runway edges and barrier shoulders upon Airfield Management request. Exercise caution when operating near barrier cables.

5.11.5. Maintain a 25-foot distance from parked aircraft and avoid jet blast. When ramps are full of aircraft, (i.e., RED FLAG-Alaska) skip that area and move to the next available area. Return to the skipped area as soon as possible and sweep it accordingly.

5.12. Failure Analysis Service Technology (FAST) Tests:

5.12.1. FAST tests will be utilized to determine the cause of significant engine damage.

5.12.2. The use of FAST tests will be authorized at the group level, with 354 FW/CV having final authority for the program.

5.12.3. FAST tests will be funded by the authorizing group.

5.13. Use of Airfield Sand:

5.13.1. The Airfield Manager is the approving authority for the use of abrasives (sand) only in emergency condition to improve traction on the airfield surface. Specifications are listed in AFI 32-1002, para 4.3.4., Table 4.1.

6. FOD Prevention Awards:

6.1. Units can nominate individuals who they feel made the most significant contribution to FOD prevention within their unit for the monthly FOD Fighter Award. Nomination will be accomplished by e-mailing the member's name and office symbol along with justification for their nomination to the Wing FOD manager.

6.1.1. One monthly winner will be chosen. The individual will receive a certificate. The monthly award will be forwarded to the recipient's squadron for presentation at commander's call or other suitable venue.

6.1.2. One quarterly winner will be chosen from that quarter's monthly winners. The winner will receive a 1-day pass and will be presented at the wing FOD prevention committee by the Vice Wing Commander or acting chairperson. If the individual cannot attend due to TDY, leave, or shift conflict, the award will be forwarded to the recipient's squadron for presentation at commander's call or other suitable venue.

6.2. Original FOD prevention posters submitted to the wing FOD prevention monitor will be judged monthly.

6.2.1. One monthly winner will be chosen. The individual will receive a certificate. The monthly award will be forwarded to the recipient's squadron for presentation at commander's call or other suitable venue.

6.2.2. One quarterly winner will be chosen from that quarter's monthly winners. The winner will receive a 1-day pass and will be presented at the wing FOD prevention committee by the Vice Wing Commander or acting chairperson. If the individual cannot

attend due to TDY, leave, or shift conflict, the award will be forwarded to the recipient's squadron for presentation at commander's call or other suitable venue.

6.2.3. The winning poster for each quarter will be published and posted on FOD bulletin boards.

6.3. Golden Bolt Program. Administered by the wing FOD prevention monitor.

6.3.1. "Golden Bolts" are available for check out by flight chiefs/OICs. Bolts will be checked out for 1-day then returned to the FOD office. The flight chief/OIC can place the bolt within their workcenter, either during FOD walks or at any time during the day.

6.3.2. Flight chiefs/OICs will forward the name of individual who finds the bolt to the FOD office. Names will be collected and submitted to FW/CV monthly for signatures.

6.3.3. Each squadron (MXS and AMXS) may select four winners each month who will receive a 1-day pass from the Vice Wing Commander.

6.3.4. The wing FOD prevention monitor or QA may place the "Golden Bolt" in a maintenance area, preferably during a FOD walk, and monitor. QA will forward the name of the individual recovering the golden bolt to the wing FOD prevention monitor for awards.

7. DOP Program:

7.1. Detailed instructions for DOP program can be found in AFI 21-101, CAF_Sup1 and 354FW_Sup1.

7.2. The wing DOP/FOD monitor will publish a monthly report to be briefed at roll calls.

7.3. Unit supervision will coordinate with the wing DOP monitor for completion of the 354 FW IMT 027 for all DOP incidents.

7.4. QA will report preventable/non-preventable investigation results to the wing DOP monitor. The wing DOP monitor will include a summary of all dropped objects in the wing quarterly FOD prevention meeting.

7.5. The following steps will be accomplished anytime a dropped object situation occurs: Unit will notify the MOC.

7.6. The MOC will run the DOP checklist and the wing DOP monitor will assign a control number for each incident.

7.7. The Command Post will brief 354 FW/CV for determination of reporting OPREP-3 reports.

MICHAEL P. WINKLER, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFMAN 33-363, *Management of Records*

AFPD 21-1, *Managing Aerospace Equipment Maintenance*

AFI 11-2F-16 Vol 3, *F-16--Operations Procedures*

AFI 21-101, *Aircrat and Equipment Maintenance Management, 21 May 2015*

AFI32-1002, *Snow and Ice Control*

1F-16C-1, *Flight Manual -- USAF Series -- F-16CD Blocks 25, 30, and 32 Aircraft*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

CAF 145, *Lost Tool/Object Report*

AFTO Form 350, *Repairable Item Processing Tag*

AFTO FORM 781A, *Maintenance Discrepancy and Work Document*

AF Form 1800, *Operator's Inspection Guide and Trouble Report*

AF Form 1807, *Operator's Inspection Guide and Trouble Report(Fuel Sevicing Vehicles)*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

ARW— Air Refueling Wing

AMXS— Aircraft Maintenance Squadron

AMU— Aircraft Maintenance Unit

AFI— Air Force Instruction

AFMAN— Air Force Manual

AFTO— Air Force Technical Order

AFRIMS— Air Force Records Information Management System

ATIS— Automated Terminal Information System

AF— Air Force

AGE— Aerospace Ground Equipment

AFB— Air Force Base

CAF— Combat Air Force

CV— Vice Commander

CP— Command Post

EOR— End of Runway

EPU— Emergency Power Unit

EOR— End of Runway

FO— Foreign Object

FOD— Foreign Object Damage

FW— Fighter Wing

FWI— Fighter Wing Instruction

IAW—In Accordance With

JET— Joint Environment Tool Kit

MOC— Maintenance Operation Center

MXG— Maintenance Group

MSEP— Maintenance Standardization & Evaluation Program

OIC— Officer In Charge

OPR— Office of Primary Responsibility

PACAF— Pacific Air Forces

QA— Quality Assurance

RDS— Records Disposition Schedule

SOF— Supervisor of flight

Attachment 2

SCHEDULE AND AREAS OF RESPONSIBILITY FOR FOD BOSS OR MAGNETS

Figure A2.1. Schedule and Areas of Responsibility for FOD Boss or magnets.

Monday/Wednesday
MXS
Taxiway Foxtrot from Charlie to Echo including Oscar parking spots

Tuesday/Thursday
MXS
Taxiway Golf from Charlie to Echo

Monday/Wednesday
AMXS
Loop Taxiway and Aircraft Parking areas

NOTE: The 168 ARW will FOD boss IAW 168th Air Refueling Wing Instruction 21-101.